

ATTENTION:

The information on this card could save your life!



THUNDERSTORM AVOIDANCE

Quick Reference

ATC Weather Radar:

- ✓ Radar detects precipitation—not clouds or turbulence.
- ✓ Radar doesn't tell controllers when you're in IMC.
- ✓ Approach and center controllers use different radar systems.

Approach uses ASR

(Airport Surveillance Radar)

- **Update rate:** Instantaneous
- Precipitation reported as:
 - Light
 - Moderate
 - Heavy
 - Extreme

Center uses WARP

(Weather And Radar Processor)

- **Update rate:** One to six minutes
- Precipitation reported as:
 - Moderate
 - Heavy
 - Extreme

Communicating with ATC:

- ✓ Don't be shy about asking for deviations.
- ✓ Don't assume ATC is watching the weather for you.

Situation:	Suggested Language:
You need to deviate for weather.	"Center, Piper 21K. I need to turn 15 degrees left to avoid weather."
You can't accept ATC's instructions.	"Piper 21K is unable. Can I turn 30 degrees right instead?"
You're handed off to a new controller while being vectored for weather.	"Center, Piper 21K, level 6,000, heading 050 for weather avoidance."

ATC Tips:

- ✓ If there's weather ahead, ask for deviations early.
- ✓ If you don't have weather detection equipment, tell ATC.
- ✓ If you're in IMC and can't visually avoid weather, tell ATC.
- ✓ If you encounter weather ATC hasn't mentioned, tell ATC.

Here's a good rule for pilots and ATC: "If you see it, say it!"

WWW.ASF.ORG/THUNDERSTORMS

Cut out this quick reference card for tips on ATC weather radar services and thunderstorm avoidance. Punch holes are marked for use in chart and flight-planning ring binders.

Thunderstorms



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General Tips:

- ✓ Plan flights for the morning: Most thunderstorms develop in the afternoon or evening.
- ✓ If there's a convective sigmet for the area, seriously consider staying on the ground.
- ✓ Datalink radar can be several minutes old: Don't use it to "thread" your way through fast-developing weather.
- ✓ Avoid large cells by at least 20 miles. If you're flying between two cells, you'll need a 40-mile gap.
- ✓ When deviating, try to stay on the upwind side of thunderstorms.
- ✓ Don't fly under the "anvil" of a thunderstorm.

If You Get Caught:

- ✓ Slow the airplane to V_A as soon as possible.
- ✓ Maintain a general *attitude*—don't worry about *altitude*.
- ✓ Extend the landing gear; leave the flaps up.
- ✓ Turn the cockpit lighting as high as it will go.

Before your next flight, visit

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interactive course
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